

LOCAL AND GENERAL

The funeral obsequies of the late Bishop Raymond were conducted to-day at St. Joseph's Cathedral. A requiem mass was celebrated at the Cathedral in the morning by Bishop Pinas of Tokkin, who also conducted the burial service at the grave. The funeral this afternoon was attended by Capt. Sterling, A.D.C., representing the Governor; Capt. Murray, A.D.C., representing General Barker; Hon. J. H. Stewart Leckhart, Hon. N. J. Micheli Innes, Hon. A. J. Leach, Consuls Ribaud, Romano, Munoz and Ortiz, Rev. R. F. Cobbold, Mr. J. J. Francis, Dr. Harigan, Mr. T. Jackson, Mr. A. Coxon, Mr. A. Seih, Mr. G. de Champeaux, Mr. A. R. Marty, Mr. Silveira, Mr. J. Macgregor Forbes, Chan A Tong, all the Roman Catholic clergy, the nuns of the French and Italian Convents, and many members of the General community in Hongkong and Macao.

H.M.S. *Undaunted* arrived in Hongkong at 6 a.m. to-day. She left Chemoopo on the 22nd inst. The reason for detaching her from the fleet in Korean waters is that her engines are in a very bad state. All her piston rods have given out, and she will likely have to remain in Hongkong two months making good defects. In all probability (unless an emergency arises, in which case the work

remand charged with attempting to po

and the not very remote possibility that all the British warships on the China Station might be required almost at a moment's notice, it seems absurd to allow a cruiser of the *Undaunted* calibre to lie helpless in harbour for two months.—The *Undaunted* brought down twenty-three invalids, including two officers, from the various ships of the fleet, as well as six prisoners. Mr Pearce, carpenter of the *Centurion*, one of the invalids, is suffering from dropsy and Bright's disease.—The *Undaunted* did remarkably well in the Naval Regatta, which was held at Ohoteo this year. Commander Fisher won the Admiral's Cup, sailing in his ship's cutter, and in the rowing races the officers and crew of the *Undaunted* carried off six first prizes and several second and third prizes. This was not at all a bad performance for the junior ship of the Squadron. From the accounts we have received the *Undaunted* must be a delightful ship to serve on, for these crew speak in terms of the highest praise of Capt. Hallifax and Commander Fisher.

which have been prepared for her six birthday, but is content to receive the

We have frequently had occasion to refer to the misleading and untruthful statements of the *Friend of China*, the official organ of the Anti-Opium Society, which appears to imagine that the whole population of the universe is as 'crooked' as itself. Having obtained an Opium Commission to inquire, at considerable cost to the Imperial and Indian Treasuries, into the opium question in India, it is not pleased because the Commissioners, during their visit to India, were received with kindness and courtesy by British residents and officials. It has such a low opinion of Lord Brassey and the other Commissioners selected by J. and R. Bann-

was both cordial and affecting, testifi-

Lord Brassey stated in the House of Lords on the 3rd August, in reply to Lord Balfour of Burleigh, that the Report of the Royal Commission on Opium will not be presented until November. This is accomplished the real object with which the Commission was successfully urged by the India Office upon the Government, and by Mr Gladstone's Government upon the House of Commons, viz.: the delay of any effective Parliamentary action to put an end to the Opium traffic with China. The Opium revenue will have been saved for two years; and that is an achievement of which, doubtless, the India Office feels proud.

Then, before the Report is issued, it pro-

hai, Kobe and Yokohama, with general cargo from New York. The Hongkong

English Commissioners will probably report in favour of the continuance of the Opium traffic much as at present. These gentlemen, it must be remembered, were everywhere entertained by, and constantly associated with, the Anglo-Indian officials, who, almost to a man, defend the Opium trade, fearing that its suppression will render impossible the maintenance of the present scale of extravagance which they may be thus enabled to maintain.

to make sure that she had nothing of
sort on board. Unless there has been

lin gentlemen went over to the west Indies, were entertained by the planters, heard their rose-coloured accounts of the happiness of the slaves, saw the occasional festivities and and carousals of the latter, and came back reporting that the tales of cruelty told by the missionaries and the 'agitators' at home were unfounded, and that slavery was the greatest possible blessing to the negroes. Most of the Commissioners from England, who

kong and China cargo to be brought on the
Singapore by another boat. The vessel

to put themselves in communication with native opinion, except so far as it was carefully filtered through Government channels. Happily, the two representatives of the Anti-Opium party took a less one-sided view of their duty, and they were thus enabled to appreciate at its true value the evidence which attributed to Opium almost every imaginable benefit to the human frame, including not a few that were absolutely contradictory to one another.

Mails.

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
Belgic (via Nagasaki, Kobe, Inland Sea and Yokohama) ... WEDNESDAY, Oct. 10, at 1 p.m.
Oceanic (via Nagasaki, Kobe, Inland Sea and Yokohama) ... TUESDAY, Oct. 30, at 1 p.m.
Seaside (via Nagasaki, Kobe, Inland Sea and Yokohama) ... TUESDAY, Nov. 20, at 1 p.m.

THE Steamship *Belgic* will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on WEDNESDAY, the 10th October, at 1 p.m., connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passengers Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This discount does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked to address in full, and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

Consular Invoices to accompany Cargo destined for ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

U. L. GORHAM,

Acting Agent.

Hongkong, September 12, 1894. 1476



STEAM FOR

CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT.

MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship *SIAM*, Captain B. T. WAINMAN, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, on THURSDAY, the 11th October, at Noon, taking Passengers and Cargo for the above Ports. (This Steamer connects with the *CALEDONIA* which sails on the 3rd NOVEMBER, 1894.)

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to H. H. JOSEPH, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, September 27, 1894. 1556

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

Victoria ... Tuesday | October 10.
Yokohama ... Tuesday | November 6.
Tacoma ... Tuesday | December 11.
Seattle ... Tuesday | Jan. 1, 1895.
Victoria ... Tuesday | Jan. 22/25.

THE Steamship *SIAM*, Captain J. ROWLEY, sailing at Noon, on TUESDAY, the 10th October, will proceed to VICTORIA, B.C., and TACOMA, via SHANGHAI, INLAND SEA, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Korea, and to Canada and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate, and one copy must be sent forward by the steamer to the care of The Freight Agent, Northern Pacific Railroad, Tacoma, Wash. Parcels must be sent to our Office with address marked in full by 5 p.m., on the day previous to sailing.

For further information as to Passage or Freight, apply to DODWELL, CARLILL & Co., Agents.

Hongkong, September 27, 1894. 1651

Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR:

SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, LONDON, HAVRE AND BORDEAUX.

ALSO PORTS OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 3rd October, 1894, at Noon, the Company's S.S. *NATAL*, Commandant: M. GALL, with MAILES, PASSENGERS, SPECIES, and CARGO will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m., on the 2nd October, 1894. (Parcels are not to be sent on board; they must be left at the Agent's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, September 20, 1894. 1512

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR:

SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN & HAMBURG.

ALSO PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, CALVERTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON MONDAY, the 15th day of October, 1894, at 3 p.m., the Company's S.S. *DAKOTA*, Capt. D. HODGKINS, with MAILES, PASSENGERS, SPECIES, and CARGO, will leave this port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on SATURDAY, the 13th October, Cargo and Specie will be received on board until Noon, on MONDAY, the 15th October, and Parcels will be received at the Agency's Office until Noon, on SUNDAY, the 14th October. Contents of Packages are required. No Parcel Receipts will be signed at less than \$2, and Parcels should not exceed Two Feet Cubic in measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

For further Particulars, apply to MELCHERS & Co., Agents.

Hongkong, September 22, 1894. 1631

WEEKLY NEWS FOR HOME.

The Overland China Mail.

IS PUBLISHED to suit the Departure of each English and French Mail Steamer for Europe. It contains general commercial intelligence, special tables of Shipping, and other information. The various Reports of Courts and Meetings, and all other news, are given in full as they appear in the Daily Press.

The Overland China Mail, by the convenience of its form and the accuracy and fulness of its reports, has long been popular with residents who wish to send home a weekly budget of the news of Hongkong and the Far East. Circulating, as it does, among nearly all the old China "hands" at Home and also among residents at the various Ports and in the interior, it offers special advantages to advertisers.

The Overland China Mail will be regularly posted from this Office to subscribers, on their addresses being forwarded to the Office.

SUBSCRIPTION: Per annum, \$12.00, postage, \$1.00. Quarterly, \$3.00. Single Copy, 0.30.

China Mail Office, Hongkong.

THE CHINESE MAIL

報日字華 (Wah Tsat Yat Po).

THIS paper is now issued every day. The subscription is fixed at Five Dollars per annum delivered in Hongkong, or Eleven Dollars Forty Cents including postage to Coast ports.

It is the first Chinese Newspaper ever issued under purely native direction. The chief support of the paper is of course derived from the native community, amongst whom also are to be found the guarantors and securities necessary to place it on a business and legal footing.

The projectors, basing their estimates upon the most reliable information from the various Ports in China and Japan, from Australia, California, Singapore, Penang, Saigon, and other places frequented by the Chinese, consider themselves justified in guaranteeing a large and ever-increasing circulation. The advantages offered to advertisers are therefore unusually great, and the foreign community generally will find it to their interest to avail themselves of them.

The field open to a paper of this description—conducted by native efforts, but progressive and anti-constructive in tone—is almost infinite. It is on the one hand a Chinese belief and interest, while on the other it deserves every aid that can be given to it by foreigners. Like English journals it contains Editorials, with Local, Shipping, and Commercial News and Advertisements.

Subscription orders for the above may be sent to GEO. MURRAY BAIN, China Mail Office.

Hongkong, September 27, 1894.

Intimations.

SANTAL-MIDY.

The pure essence of Santal obtained by Midy's process from the best Mysore wood.

SANTAL-MIDY entirely different from the Santal oil of the Indian Bazar, is superior to Capsules, Cathartics, injections, and free from all bad smell or other inconveniences.

SANTAL-MIDY cures all diseases of the urinary organs in either sex in 48 hours.

SANTAL-MIDY is contained in small round Capsules, each of which bears the name "MIDY" in black letters, without which name it is not to be sent on board; they must be left at the Agent's Office.

SANTAL-MIDY Beware of Imitations. All other Capsules or mixtures contain impurities, resins, etc., and are worse than useless.

SANTAL-MIDY is sold by all medicine dealers throughout the world.

Paris: 3, Rue Vivienne, 3.

For Sale by A. Watson & Co., Chemists.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1894. THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

Call at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C. Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG. EMPRESS OF JAPAN, Comd'g. G. A. LEE, R.N., R.N.R. WEDNESDAY, 3rd October. EMPRESS OF CHINA, Comd'g. R. ARCHIBALD, R.N.R. WEDNESDAY, 31st October. EMPRESS OF INDIA, Comd'g. O. P. MARSHALL, R.N.R. WEDNESDAY, 28th Nov.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and make direct calls at YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and then proceed to VANCOUVER via the PALATIAL TRANS-CONTINENTAL TRAINS, and the CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent to the PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through at reduced rates, Good for 4, 5, 9 and 12 months. Return tickets (through only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney, Australia via Honolulu, and Sydney to Hongkong, via Brisbane and Torres Straits, Good for 9 months \$100.

The various features of this Company's Line, embraces the PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANSCONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and cuisine are unequalled.

For further information, Maps, Guide-Books, Rates of Passage, etc., apply to D. E. BROWN, General Agent, PRINCE STREET, 1440

Hongkong, September 5, 1894.

SHARE LIST—QUOTATIONS. SEPTEMBER 28, 1894.

Hongkong & Shanghai Bank Co. 50,000 \$ 12 1/2 all 92 % prem., sales

New Issue, 10,000 \$ 10 1/2 11 1/2 nom.

Bank of China, Japan and Straits, 10,000 \$ 12 1/2 15 1/2

Bank of China, Ltd., 10,000 \$ 12 1/2 15 1/2

National Bank of China, Ltd., 10,000 \$ 12 1/2 15 1/2

MAKERS' INSURANCES.

Union Insurance Co., Ltd., 10,000 \$ 25 3/4 50 \$145, sales and buyers

China Insurance Co., Ltd., 10,000 \$ 25 3/4 50 \$145, sales and buyers

North China Insurance Co., Ltd., 10,000 \$ 25 3/4 50 \$145, sales and buyers

Strait Settlements Insurance Co., Ltd., 10,000 \$ 25 3/4 50 \$145, sales and buyers

Union Insurance Co., Ltd., 10,000 \$ 25 3/4 50 \$145, sales and buyers

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For Sale.

FOR SALE

CHINESE SCHOOL-BOOKS:

SAM-TSZ-KING, TS'IN-TSZ-MAN,

LITERALLY TRANSLATED AND EXPLAINED BY DR. E. J. EITEL.

PRICE: 15 CENTS PER COPY.

CHINA MAIL OFFICE, Hongkong, May 17, 1893. 905

FOR SALE.

A COMPLETE REPRINT, in Pamphlet Form, of the proceedings in the Criminal Session, with connected Correspondence and comments of the Press.

TO WHICH IS NOW ADDED A Report of the Case of PITMAN V. KESWICK AND OTHERS.

Price per Copy, 60 CENTS.

China Mail Office.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at Green Island. Vessels near the Hongkong shore are marked h, near the Kowloon shore k, and those in the body of the shipping or midway between each shore are marked c, in conjunction with the figures denoting the sections.

Section. 1. From Green Island to the Gas Works. 2. From the Gas Works to Jardine's Wharf. 3. From Jardine's Wharf to the Harbour Master's Office. 4. From Harbour Master's Office to the P. and O. Co.'s Office. 5. From P. and O. Co.'s Office to Paddar's Wharf. 6. From Paddar's Wharf to the Naval Yard. 7. From Naval Yard to Blue Buildings. 8. From Blue Buildings to East Point. 9. From East Point to Kowloon Island. 10. Kowloon Wharves. 11. Jardine's Wharf.

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